

**Metropolitan Transportation Commission  
Transportation 2035 Web Survey Results**

Available on the MTC Web site ([www.mtc.ca.gov](http://www.mtc.ca.gov))  
From June 3, 2008 - July 8, 2008

<b>1. How would you describe the overall quality of the transportation system in the Bay Area, including freeways, local roads, buses, trains and ferries? (please select one)</b>		
Excellent	8	1%
Good	292	27%
Fair	577	53%
Poor	173	16%
Very Poor	31	3%
<b>Total</b>	<b>1,081</b>	<b>100%</b>

The next two questions deal with maintenance versus other competing priorities, followed by an open-ended question where you may offer additional comments.

2. Of the \$220 billion expected to be available over the next 25 years, the Transportation 2035 Plan proposes to commit some \$190 billion to projects introduced in past plans that keep our current transportation system running safely and smoothly, including \$164 billion for routine maintenance. However, the region's maintenance needs are so large that even after this investment, there is a projected shortfall of \$40 billion for maintaining our local streets and roads and transit fleet (buses, rail cars, tracks, etc.) As you can see, we could spend every single dollar of the \$30 billion in uncommitted funds on maintaining our system and still come up short.

For the \$30 billion of uncommitted funds available for new investments, which of the following strategies should be a higher priority? (please select one)

Making investments to maintain the existing system of roads, and the existing bus, rail and ferry services in the region	598	57%
Making investments to build new roads and add more bus, rail and ferry services in the region	457	43%
<b>Total</b>	<b>1,055</b>	<b>100%</b>

**3. How much of the discretionary \$30 billion should be spent on maintenance? (select one)**

Up to 25% (\$7.5 billion)	330	31%
Up to 50% (\$15 billion)	440	41%
Up to 75% (\$22.5 billion)	221	21%
100% (\$30 billion)	78	7%
<b>Total</b>	<b>1,070</b>	<b>100%</b>

### **Transportation 2035 Web Survey Results**

Available on the MTC Web site ([www.mtc.ca.gov](http://www.mtc.ca.gov))

From June 3, 2008 - July 8, 2008

<b>4. If you have additional comments about maintenance versus expansion, include them here.</b>
Below is a small sampling of the comments submitted. Please contact MTC's Public Information Office (510-817-5757 or <a href="mailto:info@mtc.ca.gov">info@mtc.ca.gov</a> ) for a complete list of comments.
1) why build more roadways that can't be maintained? Expanded bus/ferry services would be great, though.
6) In particular, the region's current transit service is very much at risk. While some improvements in service and efficiency are needed, the transit agencies need sufficient funding so they don't have to cut service to any well-used routes.
7) Priority to Maintain existing investment, expand only for transit services (including High Occupant Vehicles - bus/van/carpool, but NOT SOV in HOV lanes).
10) Maintenance does not take care of Time lost during traffic in our roadway. We need alternative and mass transit in bay area that average middle class families could afford as well as it needs to be efficient.
12) Expansion of roads fuels more traffic, more sprawl
13) Expansion of Transit services has to be the priority, recognizing that maintenance of the Bridges and roads is important.
14) Since you have grouped roads in with buses, trains and ferries, it makes it difficult to distinguish the need for maintaining these systems and leaving the roads with a smaller percentage.
17) It is critical to bring the existing infrastructure up to a state of high quality to improve flow, minimize impacts of past deferred maintenance and accomplish transportation with minimum impacts to the environment.
18) Got to force the transit operators to come up with better ways to maintain & operate the systems.
36) Proper, planned and periodic maintenance is required to preserve the enormous investment in existing infrastructure. Failure to maintain existing structures will cause greater expenses later.
75) I don't understand why MTC is starting focusing on protecting the environment. Shouldn't it focus on protecting our transportation investments - maintaining roads and infrastructure?
262) My main concern with maintenance is seismic safety. I believe all Bay Area transportation infrastructure should be capable of surviving a major earthquake. This isn't to say it should be usable after an earthquake, just that it shouldn't cause a loss of life, as we saw in 1989.
456) Existing systems must be functional and dependable.
472) Maintenance is important, but we must be thoughtful about what is being maintained. We need a dramatic shift toward a more appropriate transportation system. New development is essential for pedestrian, bicycle, bus rapid transit, light rail and ferries, but not for more roads and freeway lanes. Spend as much money as possible on developing a better transportation future, while providing appropriate maintenance for the aspects of the existing infrastructure that compliment the future goals. We do not need to spend as much on maintaining roads and highways, because if we develop better alternatives, they will not get worn down so quickly.
490) Maintenance to existing public transit systems should be the highest priority. Any expansion should be to public transit. For a great number of reasons the shift should be away from cars to use of public transit. We do not need more roads! We need viable reasonable cost public transit!

**How congested are our roadways? Test your knowledge about our next category:  
Congestion Relief.**

## **Transportation 2035 Web Survey Results**

Available on the MTC Web site ([www.mtc.ca.gov](http://www.mtc.ca.gov))

From June 3, 2008 - July 8, 2008

<b>5. What percentage of the daily congestion is attributable to accidents and other unpredictable incidents? (please select one)</b>		
10%	321	30%
20%	341	32%
40%	238	22%
50% <b>(Correct Answer)</b>	172	16%
<b>Total</b>	1,072	100%

<b>6. Which Bay Area freeway had the most congestion during commute hours in 2007? (select one)</b>		
I-80 Westbound AM (Alameda/Contra Costa Counties: State Route 4 to Bay Bridge metering lights) <b>(Correct Answer)</b>	618	58%
U.S. 101 Southbound AM (Marin County: Rowland Ave. to Lincoln Ave)	137	13%
U.S. 101 Southbound PM (Santa Clara County: Great America Parkway to north of 13th Street)	89	8%
I-580 Westbound AM (Alameda County: I-205 to Hacienda Drive)	214	20%
<b>Total</b>	1,058	100%

There are many ways to relieve traffic congestion. Every time you leave your car at home and walk, bike or take public transit, you're helping to reduce the number of vehicles on the road. There are also a number of operational fixes on roadways and freeways that can speed the flow of traffic in a cost-effective manner. These encompass more freeway ramp metering, expanding the region's network of carpool lanes, improved synchronization of traffic signals, and better incident management to quickly remove stalls, accidents and other traffic disruptions.

<b>7. Which of these should be a higher investment priority for the region's transportation system? (please select one)</b>		
Investing in the highway system to relieve traffic congestion	142	13%
Investing in public transit options including rail and buses to provide alternatives to driving	724	67%
Investing in walking paths and bicycle lanes to provide alternatives to driving	214	20%
<b>Total</b>	1,080	100%

The next few questions have to do with our third category: Emissions Reduction. Again, let's test your knowledge.

<b>8. Transportation accounts for what percentage of the carbon dioxide emissions (also referred to as greenhouse gases) in the Bay Area? (please select one)</b>		
Less than 25%	52	5%
25%	140	13%
50% <b>(Correct Answer)</b>	527	49%
75%	356	33%
<b>Total</b>	1,075	100%

### **Transportation 2035 Web Survey Results**

Available on the MTC Web site ([www.mtc.ca.gov](http://www.mtc.ca.gov))

From June 3, 2008 - July 8, 2008

Since transportation accounts for about half of our greenhouse gas emissions in the Bay Area, the next question asks you to weigh in on how to reduce emissions from cars, trucks, trains and ships.

#### **9. What kind of project/program would you favor to reduce greenhouse gas emissions? (please select one)**

Subsidizing purchase of newer/cleaner vehicles	105	10%
Providing more/cheaper public transit service	494	46%
Developing regional public awareness campaign to encourage people to reduce fossil fuel use	40	4%
Building more bike paths and sidewalks	158	15%
Providing financial incentives for cities to allow more development near transit	169	16%
Supporting local traffic signal timing coordination	113	10%
<b>Total</b>	<b>1,079</b>	<b>100%</b>

#### **10. How often do Bay Area residents who live within a half-mile of frequent public transit service use public transit for their commutes? (please select one)**

Doesn't matter where you live; usage is the same	143	13%
They use transit three times as much <b>(Correct Answer)</b>	346	32%
They use transit twice as much	471	44%
They actually use transit less	109	10%
<b>Total</b>	<b>1,069</b>	<b>100%</b>

## **Transportation 2035 Web Survey Results**

Available on the MTC Web site ([www.mtc.ca.gov](http://www.mtc.ca.gov))

From June 3, 2008 - July 8, 2008

Focused growth concentrates development in city or town centers, established neighborhoods and along transit lines, thus helping prevent urban sprawl. Investments that support this focused growth approach include programs or projects to foster livability in our communities, improve the quality of development patterns and enhance alternatives to auto travel, as well as provide transit improvements and support projects to enhance walking or bicycling.

### **11. Which of these should be a higher investment priority? (please select one)**

Providing more transportation funds to communities that are planning to build more housing along BART and other public transit lines	842	79%
Providing transportation funds evenly to communities regardless of where they are planning to build homes	226	21%
<b>Total</b>	1,068	100%

### **12. What percentage of low-income households (those earning less than \$25,000 annually) own a car? (please select one)**

21%	227	21%
42%	378	35%
69% <b>(Correct Answer)</b>	298	28%
78%	167	16%
<b>Total</b>	1,070	100%

### **13. What percentage of all Bay Area transit riders are low-income (earning less than \$25,000 annually)? (please select one)**

18%	101	9%
27% <b>(Correct Answer)</b>	341	32%
40%	345	32%
55%	286	27%
<b>Total</b>	1,073	100%

## **Transportation 2035 Web Survey Results**

Available on the MTC Web site ([www.mtc.ca.gov](http://www.mtc.ca.gov))

From June 3, 2008 - July 8, 2008

**Providing accessible transportation ensures that everyone can use the transportation system to get where they need to go. This can be done by providing good pedestrian and bicycle access to transit, efficient paratransit services and affordable access to transportation for low-income residents.**

**14. Please indicate your level of agreement or disagreement with the following statement: Transit fare discounts are now available for youth, seniors and persons with disabilities. There should also be a discount for low-income transit riders. (please select one)**

Strongly Agree	296	28%
Agree	324	30%
Neutral	205	19%
Disagree	153	14%
Strongly Disagree	97	9%
<b>Total</b>	<b>1,075</b>	<b>100%</b>

**15. Please indicate your level of agreement or disagreement with the following statement: I favor basing all transit subsidies on income rather than age or disability. (select one)**

Strongly Agree	92	9%
Agree	184	17%
Neutral	243	23%
Disagree	331	31%
Strongly Disagree	224	21%
<b>Total</b>	<b>1,074</b>	<b>100%</b>

**16. There are many competing programs and projects for the limited transportation dollars available. Please indicate your support for raising additional transportation revenues.**

**Which, if any, of the following new revenue sources would you support? (multiple answers OK)**

Regional gas fee	629	58%
Higher bridge tolls	423	39%
Road tolls	415	38%
Increased vehicle registration fees	674	62%
New or increased county transportation sales taxes	340	32%
Other new revenues	232	22%
No new fees or increases	117	11%
Other, please specify in next question	188	17%

## **Transportation 2035 Web Survey Results**

Available on the MTC Web site ([www.mtc.ca.gov](http://www.mtc.ca.gov))

From June 3, 2008 - July 8, 2008

### **17. Please submit any other ideas for new revenue sources below.**

Below is a small sampling of the comments submitted. Please contact MTC's Public Information Office (510-817-5757 or [info@mtc.ca.gov](mailto:info@mtc.ca.gov)) for a complete list of comments.

- 2) tax on parking facilities, with income devoted to public transit.
- 11) Fee based on miles traveled (verified during smog check); fee for purchasing new tires; fee on automobile parts.
- 27) Congestion fees for downtown urban areas; higher fees for vehicles that use more fuel, take up more space, and cause more road/infrastructure wear and tear (i.e. Hummers, Pickup trucks with dual tires)
- 42) Congestion pricing, and carbon tax on high emission (less than 20 mpg) vehicles.
- 56) Statewide gas tax increase - Congestion and air pollution is a statewide issue, and the Bay Area should not operate in a vacuum on these issues.
- 59) A carbon emission tax, and graduated vehicle registration fee based on CO2 emitted.
- 79) 1) Extra fee for purchasing a combustion engine car verses a hybrid. 2) Higher Bridge Tolls 3) Higher parking fees 4) Higher vehicle reg fees 5) Higher gas prices 6) Raise any and all fees associated with operating any class of combustion only vehicle. This will help clear the air AND create revenue for mass transit systems and alternate forms of transportation.
- 120) I'm not a big fan of "hot" or toll lanes. Bridge tolls are getting a little out of control. Go for the regional gas tax, which is the fairest way to raise revenue.
- 124) MPG standards should reflect MPG to Weight, and those that are low regardless of MPG should be taxed higher - do it across the board for all vehicles, inc. 2 wheel & 3 wheelers, not just 4, and that inc. semis & commercial vehicles. Do the adjustment based on their place of registration.
- 145) I believe in new revenue sources but those revenues need to stay in the corridors that generate them. If you increase the cost of driving on a particular corridor, alternatives need to be provided on that corridor for people who cannot afford them.
- 200) Have businesses kick in money so their workers can get to work. Hold a bake sale like schools have to buy supplies.
- 204) Car registration fee based on weight and engine size
- 389) Institute a supplemental regional smog check service fee of 1 dollar.

### **18. What is the name of the important document that implements the Bay Area's transportation policies and investment priorities? This document is federally mandated and assigns specific funds to transportation projects included in the Transportation 2035 Plan.**

TIP (Transportation Improvement Program) <b>(Correct Answer)</b>	868	84%
POP (Program of Projects)	31	3%
CRACL (California Resource Allocation Comprehensive Listing)	138	13%
<b>Total</b>	<b>1,037</b>	<b>100%</b>

### **19. What county do you live in? (please select one)**

Alameda County	236	22%
Contra Costa County	115	11%
Marin County	70	7%
Napa County	9	1%
San Francisco County	163	15%
San Mateo County	86	8%
Santa Clara County	260	24%
Solano County	38	4%
Sonoma County	58	5%
Other, please specify	37	3%
<b>Total</b>	<b>1,072</b>	<b>100%</b>

## **Transportation 2035 Web Survey Results**

Available on the MTC Web site ([www.mtc.ca.gov](http://www.mtc.ca.gov))

From June 3, 2008 - July 8, 2008

<b>20. How would you identify yourself? (please select one)</b>		
Businessperson	219	20%
Concerned individual	469	44%
Community group member or staff	39	4%
Elected official	12	1%
Environmental group member or staff	34	3%
Government agency staff	207	19%
Social justice advocate	19	2%
Other, please specify	74	7%
<b>Total</b>	<b>1,073</b>	<b>100%</b>

<b>21. Any final comments you would like to provide?</b>
Below is a small sampling of the comments submitted. Please contact MTC's Public Information Office (510-817-5757 or <a href="mailto:info@mtc.ca.gov">info@mtc.ca.gov</a> ) for a complete list of comments.
11 We need big change and we need it now! Provide incentives for cities to increase densities near transit stations. Set density triggers for areas around stations - municipalities would get more funding if they zone to meet the density triggers. No more funding of sprawl inducing roads. Performance based funding of new roads/transit lines. We can only afford the most efficient expansions that give us the most bang for our buck!
20 Thanks for the opportunity to participate. Much can be done to improve transportation, but only if a dialog starts and options are explored.
31 Traffic congestion could be greatly relieved if driving skill was actually required to obtain a driver's license. It would keep unskilled drivers off the road and reduce accidents for the drivers who are skilled enough to get a license. The savings from not having to expanche highway capacity could be used instead for alternative modes (which the people who don't qualify to drive could then use).
45 Protect your revenue sources you will need them
53 I was surprised to see no mention in the survey regarding the pricing of parking. Cities throughout the Bay Area subsidize automobile use by providing free parking for most trips and in front of most people's homes. Why? We don't provide land for free for nearly any other use, but we provide free land ALMOST EVERYWHERE for free parking. This is poor public policy.
58 MTC needs to reassess pre-allocated funds so money goes to the "right" projects at the "right" time, not because politics say so.
63 we need a better education campaign to get people to understand the value of tolls and congestion pricing -- too many people just think that they're already paying (or worse, have already completely paid) for the transportation infrastructure (particularly roads) they already use
66 \$EQUITY\$! The \$billions that will be spent on the Caldecott 4th bore boondoggle should instead be spent on expanding public transport systems. Expand and increase freight rail to remove trucks from roadways.
94 The high level of cooperation between ABAG & MTC is excellent: keep it up!
188 As gas prices continue to rise, more people will be looking for alternatives to driving. We need to make these alternatives a priority.
221 Transit policy should focus on maintaining our roadways and the public transportation that uses them (along with forms of public transportation) -- bikes are not a viable form of transport for most people. It should also be designed to eliminate subsidies whether for car owners or users of public transportation -- a combination of increased gas taxes and increased fares on public transport would ensure that people make carefully transport decisions.

**THANK YOU! You have now completed the survey. Thanks again for your help. The Metropolitan Transportation Commission is scheduled to adopt the final Transportation 2035 Plan in early 2009. MTC and its partners invite you to keep participating in the development of the plan during the months ahead. Check the MTC Web site at [www.mtc.ca.gov/T2035](http://www.mtc.ca.gov/T2035) for more information, submit comments via email to [info@mtc.ca.gov](mailto:info@mtc.ca.gov), or call MTC's Public Information Office at 510.817.5757.**